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ER MINISTERNYTHEREREN EKSCHWEINEN FA NIEMMERSTERSE GESTERSCHIEDSSTÜRSEN EST. MESSEN JESTSTUMFEN EST.	other and the second se	Phillipping and the state of th	andramente indertelle i det værkere viseralister.	is karena kodiskolovi kralitariooski tedik is daalke	gados i sudum (d. 1814-1886), reter dices o abbijanagor - des
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nem	CHROCOCCUS CALLOCKE AND THE TOTAL PROPERTY OF THE CONTROL OF THE C	BOTO ETTINISTANI I I IN DETTOTO TANI BING INDISEA PRISON I		e de les montes de <mark>la gradis dest</mark> p ^{ers} er « 4 per »	en e establicado e o presidente de la sente de combina
					50X1-HUM
1. On 9 and 13 August 195	l, the radio	installatio	ons 3 km eas	t of Neuruppin	1
airfield were observed near one of the instal	lations was	completed.	The previou	sly observed	
radio truck was no lon toward the radio insta	ger there.	Truck	proceed	ed on the road	
west of the radio inst					50X1-HUM
2. On 19 August, an alert on Neuruppin airfield.	flight of f	our MiG-15s	On 20 Augus	vere prke	20VI-LIOINI
planes					
10:05 a.m., two biplan	es took off	for local fo	ights. Aft	and moon. At	res
the pilots were change the area north of the			Hying activ	nty. The gras	is ນາ 50X1-HUN
3. On 21 August, the same	formation o	f alert pla	ics were par	ked on the wes	stem
end of the runway. Be at a sleeve target tow					
following acitvities we engines of two	ere observed	1: at 4:25 a	and 4:30 p.r	no respectively	r, the
off in pairs and each short bursts of machin	pair approac	hed the slea	eve target,	attacking with	r paro
individually and taxie	d to the han	gar; at 5:1	;2 p.m. four	· liG-15s agair	
off; and from 6 to 6:0	-	_			n.:
4. Between 8 and 10:30 a. planes. MiG-15 No 38	took off bet	ween 11:20 a	2nd 11:45 a.	m, Ar	
HiG-15 practiced flyin 2:22 and 2:48 p.m.	g from 12:45	to 1:10 p.	1. HG-15	flew be	50X1-HUM
5. On 23 August, flights	were made by	r a	15iG-15 i	from 8.10 to	50X1-HUM მაჭნ გაო.
and from 9:12 to 9:40	a. ಬ. ಕ			o 10:52 a.m.; ree jet fighter	
seen taking off.					
:					50X1-HUM
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- 6. Between 10:30 and 10:35 a.m. on 24 Lugust, three NG-15s took off from the field, and each of them approached the field three times without landing. The aircraft landed between 10:48 and 10:53 a.m. 50X1-HUM Radio controlled approach flights were probably being practiced. At 6 p.m., six MiG-15s with auxiliary fuel tanks were parked on the western end of the runway. At 6:15 p.m., the engines of the planes were started without starter carriages. The atroract then taxied to the take-off point in pairs and took off. The landings were made individually from 6:14 to 6:45 p.m. and the aircraft then taxied back to the west end of the runway. One pilot got out of each plane. At 7:02 p.m., five planes took off and the sixth plane taxied to the hangars. The aircraft landed after 7:40 p.m. and then taxied to the hangars. The alort flight was still named north of the west and of the runway. Trucks 50X1-HUM and sedan were observed at the entrance to the field, 50X1-HUM

8. From 28 August to h Sentember. 21 MiG-15s.

were observed at the field. (3) Three practiced 50X1-HUM flying, probably radio controlled approaches. Each plane had a two-man crew, one of whom was changed after each flight. Three biplanes made practice flights at the hechlin alternate airfield. Flying activity had increased slightly.

9. At 5 p.m. on 6 August, 14 MiG-15s were parked at Neuruppin airfield on 50X1-HUM the apron in front of the hangars, and 4 MiG-15d at the east end of the runway. Four MiG-15s were flying. One single-engine plane with a radial engine and two biplanes were parked in front of the flight control building. At 5 p.m. on 9 August, twin-engine plane with a radial engine was observed at the field. The plane was not there on 11 August.

- 10. At 5:30 p.m. on 23 August, a NiG-15 with a two-man crew was observed at the field from a distance of about 500 meters. The plane had a noticeably long cockpit, and the air enhance was in the tail of the fuselage. (5) Night flying was practiced by jet planes on 23 August.
- 11. At 4 p.m. on 25 August, four Fig-15s were flying. Aircraft observed at the field included 22 MiG-15s, h of which were parked on the east hard-stand, and in front of the hangars were h single-engine planes with radial engines, and 6 biplanes. Fine crates, each about 6 meters long, 2 meters high and 2 meters wide with an attached box fitted on the front, were stored in hangar No 1 west of the repair hangar.
- 12. The Soviet billets in Neuropin were fenced in. It was rumored that an extensive purge had taken place in the Neuroppin military quarters and that some persons had been shot in connection with the descrition of Soviet officers. (6)
- 13. Twenty MiG-15s were observed at the field on 6 Saptember.
- 14. On 1 September, 14 Th-15s, 2 trin-engine low-wing monoplenes ith redial engines, and 2 biplanes were observed at the field. It was estimated that 10 more Mid-15s were there. On 8 September, the field was occupied by 22 Mid-15s, 3 low-wing monoplanes with radial engines, 2 biplanes, and an estimated h or 5 additional Mid-15s. Dark blue stripes were observed around the air intake apertures of six Mid-15s. Between 2 and 8 September, eight twin-jet bombers repeatedly made intermediate landings at the field and stayed for 2 to 3 hours. The aircraft came from the southeast and left in the same direction.

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Great E	SECRET/CONTROL/ES CEFICIALS CELY 3 50X1-HUM
	Comments. 50X1-HUM
(1)	The location of the radio installations was previously reported. The installations concerned are the outer landing beacon, an Mosek DV station and a radio installation with
(2)	beacon, an Adoock DF station and a radio installation with one mast. The purpose of the latter installation is unknown.
(3)	The number and type of aircraft observed in Nouruppin indicate that the airfield is still occupied by a fighter regiment.
(14)	The motor vehicle belong to a ground unit of the fighter regiment
, (5) (6)	stationed in Neuruppin. Probably a type-29 plane. The descrition of two Soviet officers was previously reported However, it has not been learned where the officers went.

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SHEAT ATACONTROLY S. VIORTHOUGHT